

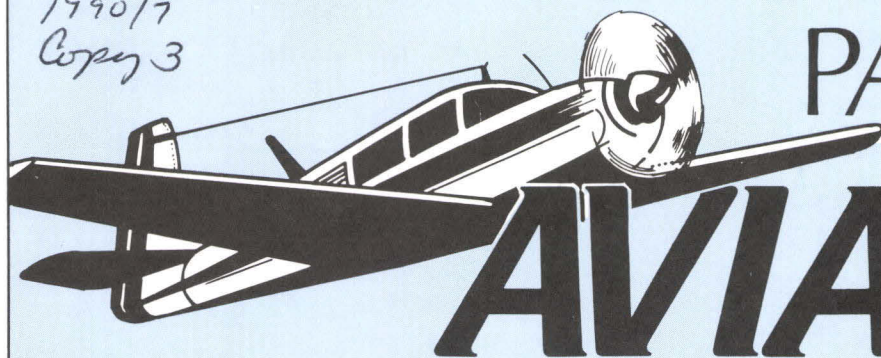
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STATE DOCUMENTS



PALMETTO

Volume 42, Number 7

Published by the S.C. Aeronautics Commission

July, 1990

John Hamilton, Director of state Aeronautics, Retires After 18 years of Dedicated Service



John W. Hamilton

After 30 years of dedicated public service the executive director of the South Carolina Aeronautics Commission has decided to retire.

John W. Hamilton, 60, announced his retirement at the commission's regularly scheduled monthly meeting held in Columbia on June 27.

Hamilton stated that he had intended to make this announcement at the July commission meeting but had accelerated his schedule in view of the fact that the commission will not meet in July.

In his statement to the commission announcing his retirement,

Hamilton said that his "decision was a difficult one but had been made due to family business and health matters."

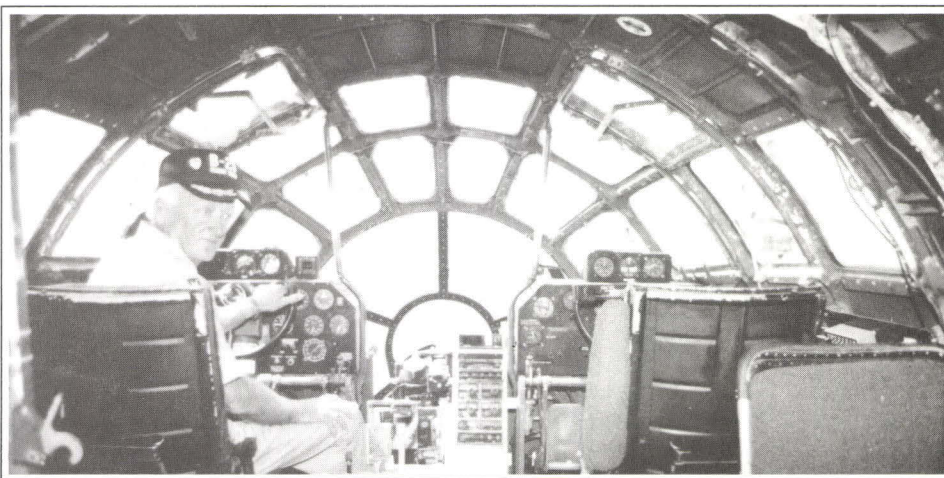
In announcing his plans Hamilton said, "I've been executive director for 18 years, it's time to move on. I have enjoyed my years of service at the Aeronautics Commission and hope that I have left it a better agency than I found it."

The State Aeronautics Commission accepted his retirement and unanimously expressed its appreciation for his years of dedicated service to the aviation community. A retirement celebration will be planned in the near future.

FAA to Hold Listening Session with Anderson FSS

The Federal Aviation Administration Southern Region Administrator along with the representatives from Anderson Flight Service Station will conduct a general listening session in Columbia on August 28 at the Civil Air Patrol Building.

The 7 p.m. meeting will be conducted by "Cas" Castleberry,
See Listening Session, Page 6



Bill Holgate, a crew member of the B-29 Superfortress "Fifi", checks out some indicators before another tour group boards the historic aircraft. "Fifi", the world's only flying B-29, visited Columbia and Greenville.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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New S.C. Aero Charts Are Here

The 1990-91 South Carolina aeronautical charts have arrived at SCAC headquarters. The new chart has been updated and revised to be as accurate as possible. Distribution has begun to every part of the state, however it will take us some time to get to all the FBOs and airports in the state. If you think your airport or FBO has been missed give Public Information a call at 1-800-922-0574 and they'll check it out.

Airports Awarded Over \$1 Million in Grants

Anderson County Airport, Aiken Municipal Airport, and Greenwood County Airport received funding for projects at the State Aeronautics Commission meeting in Columbia.

The Aeronautics Commission held their regular monthly meeting at the commission's office where commissioners approved state funds for airport projects on Wednesday, June 27.

When completed, these projects will generate more than \$1.2 million dollars in total funding costs when combined with federal grants.

Commission Chairman Jim Hamilton announced the following state allocations:

- **Anderson County Airport** — \$52,937 approved to construct a partial parallel taxiway to Runway 23, install medium intensity runway lights, update the airport layout plan and install visual approach indicators;

- **Aiken Municipal Airport** — \$78,757 approved to seal, resurface and reconstruct apron, rays and parking areas, and remark runway 18/36 and associated taxiways;

- **Greenwood County Airport** — \$8,000 approved to seal one-half of the north-south taxiway and

stub taxiways;

Of these projects, the Aiken Municipal Airport and the Greenwood County Airport were funded on a 50/50 basis with state and local funds. The Anderson County Airport project was allocated 90 percent federal funds and five percent local and state funding.

In addition to the preceding allocations, the commission also heard a presentation on the state-wide beacon project which will enable 17 airports to receive new or refurbished 36" rotating beacons.

The airports chosen for new beacons are Beaufort County, Berkeley County, Conway-Horry County, Donaldson Center, Dorchester County Airport, Greenwood County and Pelion Corporate Airport.

The airports chosen for refurbished beacons are Aiken Municipal, Clemson-Oconee County, Fairfield County, Georgetown County, Grand Strand, Greenville Downtown, Lancaster County, Pickens County, Rock Hill/Bryant Field, and Spartanburg Downtown.

The project will be funded with 90 percent FAA funds and five percent each by the state and local airport sponsor.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.

New Services Offered at Donaldson Center

Advantage Aviation, South Carolina's newest fixed base operator, has officially opened at Donaldson Center in Greenville.

Advantage Aviation is a part of Rocky Mountain Helicopters Company in Provo, Utah.

As part of their opening, Advantage Aviation hosted a party on June 23 and on Sunday, welcomed the South Carolina Breakfast Club.

"As a Rocky Mountain Helicopters Company, we are uniquely qualified and highly experienced in providing a wide a range of services for the business aircraft user," said FBO Manager Brett Burr.

Burr said Advantage Aviation not only offers Exxon fuel and aviation products and other expected services but also provides hangar space for a large number of aircraft in its three new 12,000-square-foot hangars.

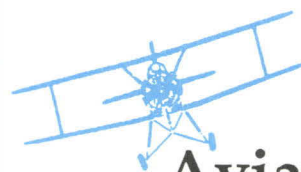
Burr said Advantage Aviation offers the most sophisticated and best service around, "We have the ability to accommodate even the most sophisticated corporation flight departments."

"We are currently completing corporate offices for lease to corporate aviation departments," Burr added, "Advantage Aviation is an attractive site for the operator."

Located adjacent to Interstate 85 which connects Atlanta, GA, to Charlotte, NC, Advantage Aviation joins other distinguished corporations such as 3M corp, Lockheed, General Electric and Michelin Tires, just to name a few.

Greenville was one of ten fastest growing areas in 1989, according to Site Selection magazine.

Stop by Advantage Aviation and welcome them to our sunny state.



Aviation Calendar

July 8

Breakfast Club
Royal Aviation
Woodward Field
Camden

July 19

AOPA General Aviation
Campaign
"Issues & Answers"
Embassy Suites
Columbia, SC
7 p.m.

July 22

Breakfast Club
Greenville Air Center
Greenville Downtown

August 5

Breakfast Club
Marion, NC

August 19

Breakfast Club
Open Date

August 28

FAA/FSS Listening
Session
Civil Air Patrol Bldg.
7 p.m.

Sept 2

Breakfast Club
Open Date

Sept 9

Breakfast Club
Chester Airport

Sept 16

Breakfast Club
Jeckyll Island
Weekend

Sept 30

Breakfast Club
Newberry Airport

Oct 5-6

EAA Chapter 3 Fly-in
Woodward Field
Camden

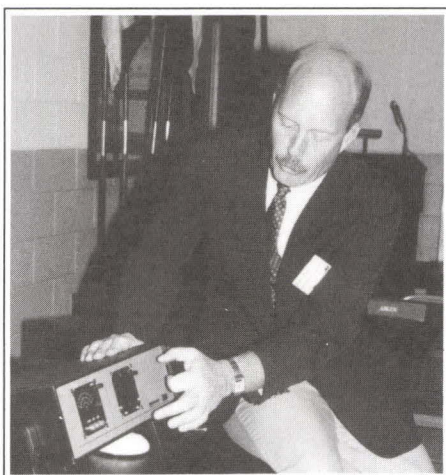
Stormscope Seminar A Success

A 3M Stormscope Weather Mapping seminar was held recently in Columbia to give pilots and aircraft owners a taste of new technology.

The seminar, sponsored by the Aeronautics Commission, was conducted by Ralph Manuel of 3M's Safety and Security Systems Division and highlighted various weather-related topics.

Manuel began by stating that more than 230 fatalities have resulted from thunderstorm-related general aviation accidents, according to the National Transportation Safety Board. Manuel said, it is apparent that those 230 lives could have been spared if the pilots had avoided the thunderstorms and their associated hazards.

About 50 people attended the seminar at the Civil Air Patrol



Ralph Manuel of 3M demonstrates stormscopes.

building and got a chance to discuss stormscopes, the difference between stormscopes and radar, and basic thunderstorm meteorology. A hands-on demonstration of stormscopes followed the presentation.

The Rebels With a Cause:

One of the United States most historically significant museum pieces was on display at the Columbia Metropolitan airport recently.

The world's only flying B-29 and a rare B-24 were in Columbia with the Confederate Air Force.

The flying museum, as it's called, is marvelous to see. Groups of veterans and curious history buffs were on hand to get a personal perspective of what it was like to fly in one of these aircraft when it was on active duty.

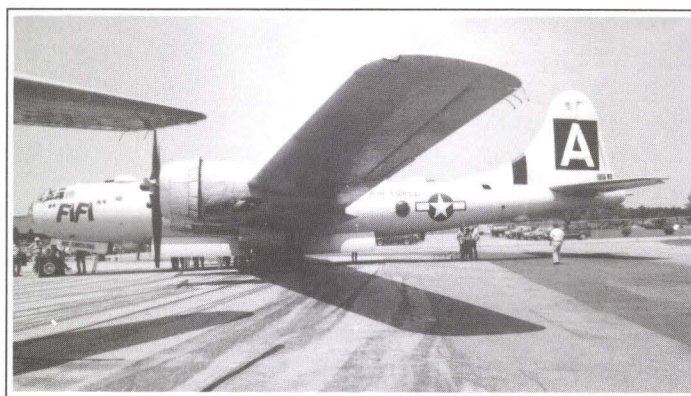
As tour director for the B-24 and B-29, Col. Jim Stewart said an estimated 8,000 people got a glimpse of the aircraft while nestled at the Columbia Metropolitan Airport.

Another Confederate Air Force crewmember, Tom Cloyd, said, "The people in Carolina get really excited about events like this. We try to stay one week in each town we go to. When we can, we'll stay over a Saturday."

The CAF airplanes give a rare glimpse of a portion of history that Jim Stewart's father remembers well. Stewart's dad, Curtis was a flight engineer on the the B-24 during the plane's active duty. He said that when it was actually flying it was great. Now it was the son's turn at flying the same craft. Jim added with a smile, "When I have a problem with the plane, I know just the right expert to call."

Col. Cloyd works as a corporate

"Fifi" a B-29 Superfortress and "Diamond Lil" a B-24 Liberator were on display in Columbia and Greenville for a flying history lesson.



pilot flying Gulfstream G-2's for his livelihood but for his fun flies the B-29. "I love to fly this plane. For a pilot this is great. There are four of us who are qualified to fly and to be one of the few flying the last of its kind, to me, what more honor for a pilot."

Cloyd became involved in the CAF in 1980, "I was not old enough to be in WWII, I was in the Korean War in Marine Corps as a mechanic on fighters and helicopters in 1950-54. When I went into the Marine Corps I already had a private pilots license and when I came out, got my commercial license, and from there I just went forward."

"We flew from Daytona, Florida," added Cloyd, "in 1 hour, 45 minutes in the B-29."

Flying such a rare aircraft doesn't come cheap, Bob Freeman, the national tour director for "Fifi", said, "It costs \$3,000 an hour for B-29 and \$1600 an hour for the B-24. All week long I like to hear the

thank yous and see the tears run down grandpa's cheek when he tells his grandson where he sat. But when it comes time to takeoff, I have to come up with \$4,600 an hour to fly this. And we all volunteer to do this."

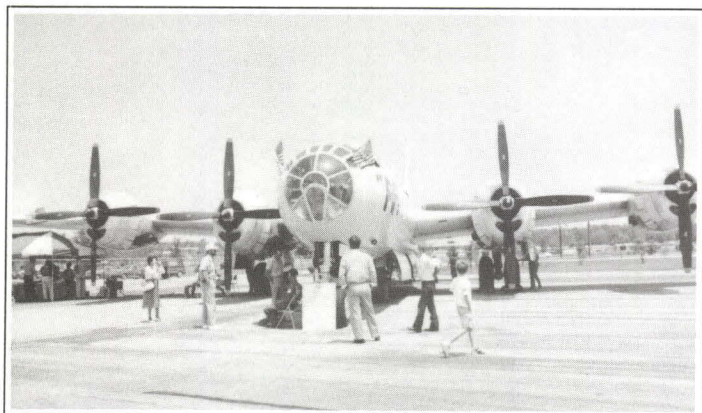
Freeman has quite a tale of his own to tell as a crewmember of the first flight of the B-29 and now is a crewmember of the last mission of the B-29.

"On the first B-29 mission, I was with the first group of B-29's that flew out of India and China for a year. That means I was with the first B-29s and now I'm with the last ones. I know that the airplane will out last me, he chuckled.

CAF airplanes, like "Fifi" and "Diamond Lil", are assigned to various wings, squadrons or units that maintain them year round. The "Texas Raider" a CAF B-17 is based in Houston, while "Sentimental Journey" is based in Mesa, Arizona, and stay there for the maintenance through the winter.

"Diamond Lil" is another story. Jim Stewart said, "This plane is really a LB-30B with serial number 18 out of 18,000. There are no other LB-30's. There are a couple of B-24's that look similar. A lot of people will look at "Diamond Lil" and say well it's not really a B-24 and technically there're right. But there are no more LB-30B's anywhere either. It's a real scarce airplane."

The Superfortress was open to visitors of every age and gave veterans a chance to catch up on some good war stories.



The Confederate Air Force

Most people don't realize the expense of maintaining and flying these special aircraft. But the CAF has done the impossible, even though flying in the red was becoming a daily occurrence.

Bob Freeman explained it succinctly. "When we left Harligen, Texas, our headquarters, in the spring we owed \$200,000. This year we're so damn happy, we did all of our winter maintenance and just ended up broke. We're happy we're broke."

Freeman added, "I don't think people really know how good we've done in the last few years. We borrowed money, a lot of money so we could fly and I even had my name on the bottom of a note. I never have begged for anything, but for these airplanes I tell people I would lie, cheat, steal, and even rape, if possible, but I have a younger committee for that."

The B-29 is even more famous today than it was years ago and has appeared in various films to prove the point, including "Fat Man and Little Boy", "Enola Gay", "The Right Stuff" and "The American Way."

Bill Holgate, one of the crew who sits inside the plane telling Fifi's history and amazing facts stated that "Fifi" is the only B-29 aircraft flying in the world today.

"With only 3,970 built, only one is able to fly today," Holgate said.

"The CAF owns these aircraft and we're taking a little bit of aviation history around to the general public. This is not sponsored by the government, the Navy or the Air Force. We are a non-profit organization dedicated to restoring and flying these historic aircraft."

Holgate dazzled tour groups in the B-29 with his knowledge of the plane.

"This is the first pressurized aircraft ever built for the military. With these big engines and pressurized body, these aircraft could get 35,000 feet over Japan. An enemy aircraft, at that time could not reach that high," he said.

"They began bombing from about 30,000 feet. And on certain days they would drop their bomb load which would wind up about 15 miles off course. So the weather department got into the scene and that's how they discovered the jet-stream. Then the general ordered the pilots to fly down to 15, 20, or 25,000 feet."

Holgate added, "This is first aircraft ever to use an analog computer to assist in the remote control of the gun turrets. They sited the enemy with a gun site then the computer would do the calculation. When he was ready to fire, the two gun turrets would snap into position on the enemy with lead already in place. And that's how the Americans did so well."

The Confederate Air Force does more than just fly rare historical aircraft around the United States. They fly a living history lesson where ever they go.

Col. Bob Freeman, national tour director for the CAF, is a rare bird himself. He flew in the very first mission of the B-29 and, now, it seems only natural for Freeman to be flying in the last mission of historic aircraft. "On June 5 in 1944 we ran our first mission out of India and bombed the railway yards in Bangkok, Thailand. We took 50 airplanes over to India and we lost 52, with replacements."

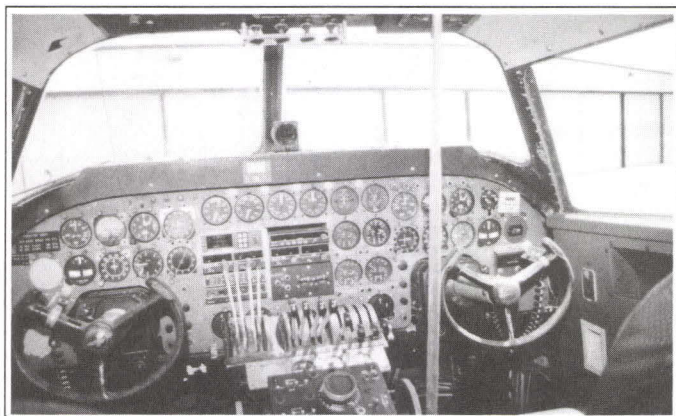
He said it brings a lump to his throat when he sees a man showing his grandson where he sat in the aircraft during World War II.

"I love to hear their old war stories. As we get farther and farther away from the Vietnam War, we're seeing more and more young people interested in this part of our history. I admit we're waving the flag a little bit but it's great."

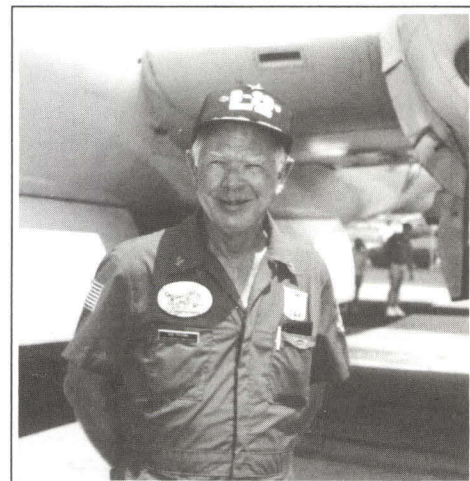
When the CAF lands during the school year, they usually invite the schools to come out for a free showing and brief history lesson.

"We're beginning to see more kids," said Col. Cloyd, a crewman on the B-29, "if we come into a city when school is in session, we are

See CAF, page 6



At right, Col. Bob Freeman stands in front of B-29 "Fifi". Freeman flew on the first B-29 mission and now is on the last B-29 mission. At left, is the panel of the Liberator.



Confederate Air Force's Flying Museum

Continued from Page 6

beginning to find the schools are very supportive of us. One school in Oklahoma just turned out the whole school. We talked to all the kids."

Cloyd said history lessons lack something, "We don't seem to teach the kids our American heritage in history much anymore. It seems to be all modern and I think people have forgotten what happened 45 to 50 years ago, which in my estimation was the turning around of the United States."

He added, "In a few short years we were turning out most of the munitions in the world and we became the greatest industrialized nation in the world. It shows what people working together can do in a very short time."

Most of the visitors to the airplanes are veterans. Cloyd said,

"The people in World War II still remember and are still supportive of the war. They are very nostalgic about it, but there was a lot of nostalgia."

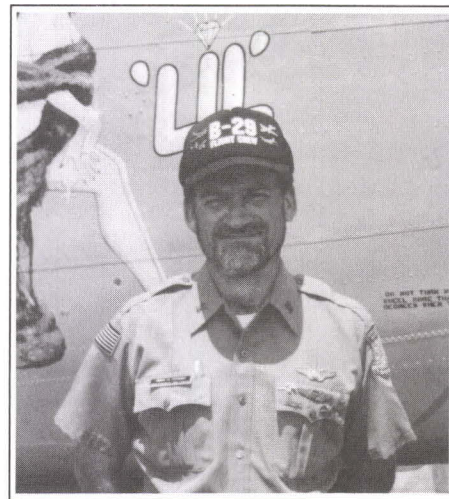
One person who remembers flying in WWII is Freeman, who admits he loves telling a good war story every now and then.

As flight engineer on a B-29 it was his job to manipulate and maneuver the plane, all from a back-first position to the nose of the plane.

"Oh yes, I remember World War II. It was scary as hell. It was boring for hours and hours and hours and then in the middle of your long flight there was pure terror. That's what it was."

Freeman said the heat from fires is what he remembers most distinctly about flying in the war.

"You just can't image the fire that we started in Japan's cities and how rough it was. It was really rough in a plane like a B-29."



Jim Stewart, tour director for the B-24 Liberator, stands in front of "Diamond Lil", like the one his father, Curtis, flew in WWII.

FAA to Hold Listening Session on August 28

Continued from Page 1

Southern Region Administrator, and will be open to all interested pilots and users of the air space system.

Representatives from the Air Traffic Division along with personnel from the South Carolina Automated Flight Service Station and the Columbia Control Tower will be available to discuss concerns anyone might have regarding the air traffic system.

The Airways Facility Division will also be on hand to answer queries concerning navigational aids, communications and related topics.

If you would like to voice your concerns to the FAA please take time to attend this listening session.

In a continuing effort to better serve South Carolina pilots, the AFSS asks that you take a few minutes to respond to the following questions.

1. Have you visited the South Carolina Automated Flight Service Station?

2. a. How often do you call or visit the AFSS for preflight briefings?

twice daily _____

once daily _____

once a week _____

twice a week _____

occasionally _____

b. What time of day do you call most often?

early AM _____ AM _____ Afternoon _____

Evening _____ Night _____ Late night _____

3. Normally how long after dialing does it take to reach a briefer?

30 seconds _____ 45 seconds _____ One Minute _____

1 1/2 minutes _____ longer _____

4. How would you rate the overall service provided by the South Carolina AFSS? excellent _____ good _____

fair _____ poor _____

Please mail your response to South Carolina, AFSS, 5531 Airport Rd., Anderson, SC 29624, or phone your response 8:30-5 p.m. M-F to the Public Information Office at 1-800-922-0574 or (803) 822-5423.

FYI From the FAA

Get to Know Your AFSS

The following is a South Carolina AFSS Letter to Airmen No. 90-1 as published by the FAA South Carolina Automated Flight Service Station.

The South Carolina Automated Flight Service Station is one of the first in the Southern Region to be fully consolidated and become a part of a network of 61 facilities nationwide. The South Carolina facility has the Model-1 computer and weather graphics along with one of the most up-to-date communications systems available. Pilots throughout the state now have access to the highest quality of preflight briefing ever before offered. Consolidation and modern equipment has also enabled us to increase productivity among our controller workforce with a substantial savings in overall operating cost. Along with the responsibility of being the tie-in facility for all airports in the state, we also monitor 24 different navigational aids to ensure these facilities are continually transmitting an accurate, safe signal for air navigation. Additionally, our communications net has expanded to allow two-way radio contact with aircraft in virtually every area of the state.

Situated at the north end of the field at Anderson County Airport, the SC AFSS is open seven days a week, 24 hours a day. We're proud of our new facility and invite pilots to stop by for a visit, meet our personnel, and become more familiar with our procedures and equipment.

The following information is a brief summary of some of the automated services provided. We hope the information will add convenience to your flying and will help you obtain even better and faster service from the AFSS.

Telephone Numbers

Our statewide toll-free phone number is 1-800-WX BRIEF (1-800-992-7433). Also there are two local numbers for pilots in the Anderson area which could also be reached by long distance by dialing "1"; these two

local numbers are 231-8151 and 231-0302. Our administrative phone number is 224-8151 with administrative staff on duty Mon. through Fri., 8 a.m. to 4:30 p.m.

When calling the AFSS via the 800 number you will hear a brief greeting message followed by a short pause. If you are calling from a touch-tone phone you may use the following commands to be routed to the MENU, a briefer, TIBS recordings, or FAST FILE. If you do not enter any command during the pause, you will be automatically connected to a briefer in approximately ten seconds. At certain times, usually during the early morning hours or when widespread IFR weather is occurring, you may hear a recording advising you that "all briefers are busy...". Just remain on the line and your call will be serviced by the next available briefer. It is especially during these periods when the AFSS is handling heavy traffic that you may find the following access codes useful.

After the greeting message...

Dial 636 - to hear a recorded MENU message describing services available and the three digit code to obtain them.
Dial 333 - to be connected to the FAST FILE system. You will receive complete instructions on how to file your flight plan after dialing this code. (After a little practice you can dial *** to bypass the instructions part.)

Dial 222 - to hear instructions that will guide you in accessing the TIBS weather recordings if you just need preliminary weather information.

Dial #*99 - to be connected to a weather briefer.

Important Note: As you become familiar with the services you may interrupt or bypass any recorded message by dialing the #, then dialing the * keys on your touch-tone phone. You will then hear a short burst of dial tone, after which you have ten seconds to enter another three digit code or be disconnected.

Radio frequencies

Transmit and receive communica-

tion frequencies are available as follows:

Anderson/Greer	Florence
122.65	125.1
122.2	122.2
123.6	122.6
121.5	121.5
255.4	255.4
243.0	243.0
Myrtle Beach	Charleston
123.6	122.5
	121.5

Additionally, remote communications outlets are provided to enable the pilot to transmit on 122.1 and receive on the voice feature (ensure your volume is turned up!) of the following NAV-AIDS:

ELW Vortac
CTF VOR/DME (Transmit 122.05)
ODF Vortac
CRE Vortac
SPA Vortac
IRQ Vortac
GRD Vortac
ALD Vortac
CAE Vortac
VAN Vortac
FML Vortac

When using the voice feature of a VOR, PLEASE let us know which Nav-aid you're listening on. This will really help us answer you more quickly and efficiently.

Hazardous Inflight Weather Advisory Service (HIWAS)

HIWAS is a continuous recorded message containing any hazardous weather advisories which is transmitted over the voice feature of Florence (FLO) Vortac and Charleston (CHS) Vortac. Simply tune your VOR receiver to FLO VORTAC (115.2), or CHS VORTAC (113.5), and with the volume turned up you should be able to hear the latest SIGMET, AIRMET, CONVECTIVE SIGMET, or CENTER WEATHER ADVISORY applicable to our area. Enroute centers and airport control towers also make a live broadcast over their control frequencies advising pilots to monitor HIWAS any time a new weather advisory has been issued.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
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This Month...

Inside Palmetto Aviation

- John W. Hamilton Retires as Director
- A Group of Rebels Fly Again
- Anderson FSS Aims to Please

... and much, much more!

**Remember to respond to the Anderson
Flight Service Station survey on Page 6!**

AOPA to Host "Issues and Answers" July 19 in Columbia

Aircraft Owners and Pilots Association (AOPA) is coming to Columbia on July 19 during the AOPA General Aviation Campaign '90, which will be held at Embassy Suites Hotel, Ambassador Ballroom at 7 p.m.

Stephen R. Bassett, AOPA Senior Vice President and a team of AOPA specialists will host the program on "General Aviation Issues and Answers." The program will feature a full briefing on current issues in which AOPA is involved.

The program will present AOPA's perspective on

where general aviation is going in the decade of the '90s, but most important the program will highlight YOU, as an active member in general aviation.

AOPA wants to hear what's on your mind, listen to your concerns, answer your questions and learn from your experiences so as a lobbying organization AOPA can take your concerns back to Washington, D.C.

The program will be held at Embassy Suites Hotel, 200 Stoneridge Drive, I-126 at Greystone Exit in Columbia and will promptly begin at 7 p.m.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.